

SB 739 (Lowenthal)

As amended 7/7/11

Ports: congestion relief: air pollution mitigation

BACKGROUND SHEET

PURPOSE

To provide the Legislature with important infrastructure and air quality improvement information at the state's three largest ports (Los Angeles, Long Beach, Oakland).

SUMMARY

SB 739:

- Requires the ports of Los Angeles, Long Beach and Oakland to assess their infrastructure and air quality improvements needs, including an assessment of the total cost for these projects and funding options for them.
- Requires the ports to consult with various local government entities, including local air districts when compiling this assessment and that they should update information in already completed reports such as the Goods Movement Action Plan and Goods Movement Emission Reduction Plan.
- Requires this evaluation to be submitted to the Legislature by July 1, 2012.

BACKGROUND

- The Ports of Los Angeles, Long Beach and Oakland are the nation's 1st, 2nd and 4th largest ports, accounting for almost half of the nation's seaborne cargo. It is estimated that the volume of goods moving through these ports will triple, from 2005 numbers by 2020. These goods are transported from the ports primarily by **diesel** fueled trucks, ships and trains.
- According to a report by the State Air Resources Board, **pollution from our state's ports causes 3,700 premature deaths annually.**
- The State Air Resources Board recently estimated that **over the next 15 years, polluting activity from operations at California's ports will have an aggregate health impact equivalent to approximately \$200 billion** in present value dollars.
- There have been several plans either for goods movement infrastructure or for reducing goods movement emissions, however those plans are several years old and most do not identify where funds will come from to build goods movement infrastructure or to reduce emissions from goods movement in California.

- The Emission Reduction Plan by the California Air Resources Board estimates cost to reduce goods movement emission between \$6 - \$10 billion. Additionally the Governor's Goods Movement Action Plan estimates goods movement infrastructure costs to exceed \$20 billion over the next decade. Putting the total California goods movement bill at about \$26 - \$30 billion. (These numbers are approximately 2-3 years old.)
- There is approximately \$3 billion in Proposition 1B for goods movement (\$2 billion for infrastructure and \$1 billion for air quality.
- **SB 739** seeks to find out where will the additional \$23-\$27 billion for goods movement infrastructure and air quality come from.
- A disproportionate number of communities impacted by port pollution are low-income communities of color, the state currently shoulders much of these port-caused health costs.
- By 2020, ports and freight transport operations will be the largest source of particulate matter (PM) and nitrogen oxide (NOx) emissions in the state, producing more diesel PM than all passenger vehicles, off-road equipment and stationary sources *combined*.
- According to the Los Angeles Economic Development Corp. (LAEDC), **Southern California must spend at least \$10.5 billion to improve railroads, rail yards and highways to keep up with surging international trade or risk losing more than 500,000 new jobs and more than \$1 billion of taxes a year.**

- **Southern California risks losing \$12.1 billion in federal highway funds if federal Clean Air Act standards aren't met.** So far, the basin has failed to meet national standards for ozone or for particulate emissions.
- The Air Board's Emission Reduction Plan shows that for every \$1 invested to reduce goods movement pollution, California would save between \$3 - \$8 in avoided health costs.

SUPPORT

- South Coast Air Quality Management District
- Bay Area Air Quality Management District
- American Lung Association
- Breathe California
- Coalition for Clean Air
- NRDC
- Sierra Club California

OPPOSITION

None received as of 8/31/11.

STATUS

Chapter 427, Statutes of 2011.

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